

MSN / TASK: Conduct Overwater Flight

DTG BEGIN:
END:

DATE:

HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL		Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective YES/NO
Single engine operations - Loss of engine - other possible emergencies	H (1-C)	<ul style="list-style-type: none"> • Daily engine flush at sea • Do hit checks • Verify fuel samples • Good preflight & postflight • Emergency recovery procedures (ELVA) • Emergency procedures 	L I-E	Bn		<ul style="list-style-type: none"> • Inform pilots & crew chiefs to pay attention to detail • use by the book operations. 	<ul style="list-style-type: none"> • Company Commander • JSHIP Coordinator 	
Multi-engine operations - Loss of engine - other possible emergencies	M (II-D)	<ul style="list-style-type: none"> • Daily engine flush at sea • Do hit checks • Verify fuel samples • Emergency recovery procedures (ELVA) • Single engine emergency procedures • Single engine performance planning 	L III-E	C o		<ul style="list-style-type: none"> • Inform pilots & crew chiefs to pay attention to detail • use by the book operations 	<ul style="list-style-type: none"> • Company Commander • JSHIP Coordinator 	

*** Decision Authority Matrix:**
LOW MEDIUM HIGH EXTREMELY HIGH
 Co Cdr Bn Cdr Bde Cdr Div/Corps
 Cdr
 Prepared by: _____
 Rank/Name/Duty Posn

**RISK DECISION
AUTHORITY:**

**RANK / LAST NAME / DUTY
POSITION/Date**


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HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL SUPERVISE	Control Effective YES/NO
Fly over water-day/night low ceilings & visibility	H (I-C)	Conduct crawl, walk,run approach to training. • Visible horizon • > 500 ceiling -2 miles vis. • No night un-aided flights	L (III-E)	Co	• Schedule the training flights • Document the training	• Company Commander • JSHIP Coordinator	
Crashing into the sea • Underwater egress • Drowning exposure	H (I-E)	Conduct academic & actual training on the following: • Dunker • HEEDS • SAR • Communications • Initial contact • Emergency recovery procedures (ELVA)	L (III-E)	Co	• Conduct & Document Dunker/HEEDS training • Procure & train with required ALSE equipment	• Company Commander • JSHIP Coordinator	
Hypothermia< 60 degree in water probable	EH (1-B)	Wear Anti-exposure suit (Wet or Dry-CWU-62/P or Equivalent)	M (II-D)	Bn	• Procure Anit-exposure suits • Conduct & Document Anti-exposure suit training & fit	• Company Commander • JSHIP Coordinator	
Cannot survive in the sea-immersed in water (> 60 degrees) for an extended period time (< 1hr)	EH (1-B)	Use of appropriate life rafts • 1 man(OH-58/AH-64) • 5 man	M (II-D)	Bn	•Procure appropriate life rafts •Conduct & Document Life raft training	•Company Commander • JSHIP Coordinator	

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EMI from ships emitters. Electronic interferences of navigation/aircraft instrumentation and/or flight controls.	H (I-C)	<ul style="list-style-type: none"> Implement HIRTA messages criteria Consult US Navy at: http://www.warship1.com for specific ship 	L (III-D)	Bn	<ul style="list-style-type: none"> Include specifics for each type aircraft & ships in the planning stages at the pre-sail conference Log assessment on unit Risk Assessment 	SUPERVISE <ul style="list-style-type: none"> Company Commander JSHIP Coordinator 	
Ordnance detonation while shipping munitions to the pier.	L (IV-D)	<ul style="list-style-type: none"> Handle per unit SOP & AR's to the pier adjacent to the ship. US Navy will not accept damaged containers or munitions. 	L (IV-E)	C o	<ul style="list-style-type: none"> Navy will handle munitions to the Magazine. Army/Navy coordination essential at pre-sail conference. 	<ul style="list-style-type: none"> Company Commander JSHIP Coordinator 	
Capture all over water hazards	H (1-C)	Develop standards for Overwater/shipboard operations.	L (III-D)	Bn	<ul style="list-style-type: none"> Use FM 1-564 JSHIP info to develop unit SOP 	<ul style="list-style-type: none"> Company Commander Bn Commander 	

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HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective YES/NO		
Damage to aircraft/injury to personnel while folding main rotor blades on pitching & rolling deck.	M (II-D)	Proper procedures/tools/guidelines for use by soldiers.	L (III-D)	C o	<ul style="list-style-type: none">• Ensure unit personnel practice on land and are aware of shipboard hazards.	SUPERVISE <ul style="list-style-type: none">• Company Commander• JSHIP Coordinator			
Damage to aircraft/injury to personnel during start-up and shut down from slow turning main rotor blades, excessive blade flapping during high winds, turbulence, and ships motion.	M (II-D)	<ul style="list-style-type: none">• Inform aircrewmember to not land or T/O near another aircraft with slow turning rotors.• All personnel to remain in aircraft until rotors are at flight idle or a complete stop, take orders from Navy Landing Signal Enlisted (LSE).• Ensure droop stops are engaged prior to shutdown.• UH-60/CH-47 pilots do not start or shut Down aircraft while ship is in a turn.• CH-47 crews bring/use servo actuator• lock-out blocks.• Crew members wear appropriate PPE while on the flight deck.• Avoid stopping and starting an aircraft on spots 8 & 9 on LHA/LHD type ships without rotor brake equipped aircraft.	L (III-E)	C o	<ul style="list-style-type: none">• Brief excess blade flapping in flight operations.• Remind ships company at Pre-sail conference as to whether or not the aircraft is equipped with rotor brake(s).	<ul style="list-style-type: none">• Company Commander• JSHIP Coordinator• Ships company (LSE)			

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Damage to aircraft/injury to personnel due to ignition of fuel during open port refueling/sampling.	M (II-D)	Proper refueling procedures IAW TM 10-67-1 & Navy guidance & ensure aircraft is mechanically grounded to the ship. Ensure proper nozzles and pressures are adhered to.	L (IV-D)	Co	<ul style="list-style-type: none"> Ensure aircrewmembers are aware of proper refueling procedures. Ships 	SUPERVISE <ul style="list-style-type: none"> Crewchief & Navy refuelers 	
A soldier could fall or be blown overboard from the flight deck into the sea.	M (I-D)	Use float coat's (Navy term for a floatation vest). Note: Army survival vest with a floatation collar can be used	L (I-E)	Co	<ul style="list-style-type: none"> company will conduct refueling ops Coordinate with Navy at the presail conference as to numbers of personnel coming to the ship that need the float coat. Brief unit personnel on shipboard 	<ul style="list-style-type: none"> Company Commander JSHIP Coordinator 	
Soldiers injured from slipping, tripping, and falling on the ship. Additional injuries could result from others hazards such as netting, vehicles, chains, cables, cat walks, FOD, turning rotors, moving aircraft, slick flight decks, unsecured equipment, ladders, and trap wires on	M (III-B)	Unit personnel attend a ship's safety briefing.	L (III-D)	Co	<ul style="list-style-type: none"> Ensure mandatory attendance at the ship's safety briefing. 	<ul style="list-style-type: none"> Company Commander First Sgt. JSHIP Coordinator 	



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Damage to aircraft/injury to personnel from use of improper tow tractor.	M (II-D)	Navy SD-2 Spotting Dolly will not be used to tow or move UH-60's. Note: Use standard Navy tow tractor with Navy NT-4 &	L (IV-E)	C o	Ensure unit personnel use proper equipment.	SUPERVISE Company Commander • JSHIP Coordinator • Chain-of-Cmd	
Damage to aircraft/injury to personnel due aircraft rolling/sliding on the flight/hangar deck due to ships pitch & roll.	M (III-B)	Model 24/27 tow bars. • Consult TM 1-1500-250-25, Aircraft Mooring Manual. • Use Navy tie down chains. Note: Army tie down chain hook will not fasten to Navy ship pad eyes.	L (IV-E)	Co	Unit must coordinate for Navy chains at Pre-sail conference. Expect heavy weather scenario.	• Company Commander • JSHIP Coordinator	
Damage to aircraft/injury to personnel could result from inadvertent movement of the aircraft without permission of the Landing Deck (Navy) personnel.	M (III-C)	Crewmembers familiarize themselves with the proper hand & arm signals used on Navy ships in Joint Pub 3.04-1 & FM 1-564.	L (IV-E)	Co	Ensure unit personnel understand hand & arm signal on the flight deck.	• Company Commander • Chain-of-Cmd	
Accidental firing of live ordnance	H (I-C)	Use Joint Army/Navy checklist for the specific aircraft & type ordnance.	M (II-D)	Bn	Unit personnel train with Joint	• Company Commander • Chain-of-Cmd	
Crash on the flight deck causing damage to the aircraft/injury to personnel.	H (I-D)	Provide posters, videos and training to the Navy ship's Crash & Salvage personnel.	L (II-E)	Co	checklist. Ensure Navy ships personnel get the required training.	• Company Commander • Unit ASO	
Internal/external damage to aircraft engines & airframe.	M (III-D)	Unit to bring engine flushing/aircraft washing equipment & hoses to wash engines/aircraft.	L (IV-B)	Co	Personnel must comply with TM 1-1500-344-23, Cleaning & Corrosion Control.	• Company Commander • Chain-of-Cmd	

Points of Contact for JSHIP Risk Assessment Worksheet's/Information

US Army POC:

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Note: This risk assessment tool is not intended to provide all hazards, risks, and controls for over-water missions. It is provided as a useful tool containing examples to be used during planning and executing of over-water missions.